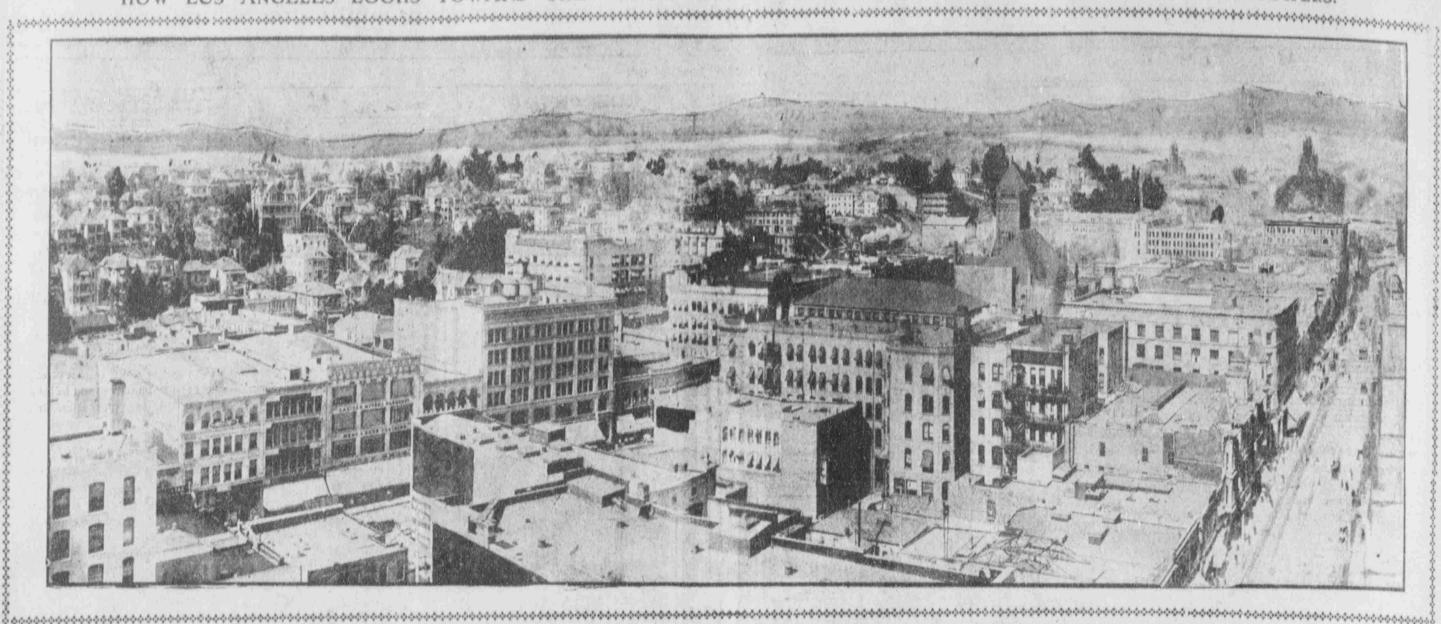
HOW LOS ANGELES LOOKS TOWARD THE NORTH AND WEST FROM THE TOP OF ONE OF ITS SKYSCRAPERS.



MAYOR MORRIS'S CHRISTMAS MESSAGE.

Salt Lake City the Hub of the Intermountain Region.

WO cities with a single thought, two peoples who are one, just about describes the relationship between a comple of proud young municipalitles soon to be bound by ties of greater strength, even than the bands of steel that shall join them together in a community wedlock over which will fall the benedictions of the Golden and Beehive States.

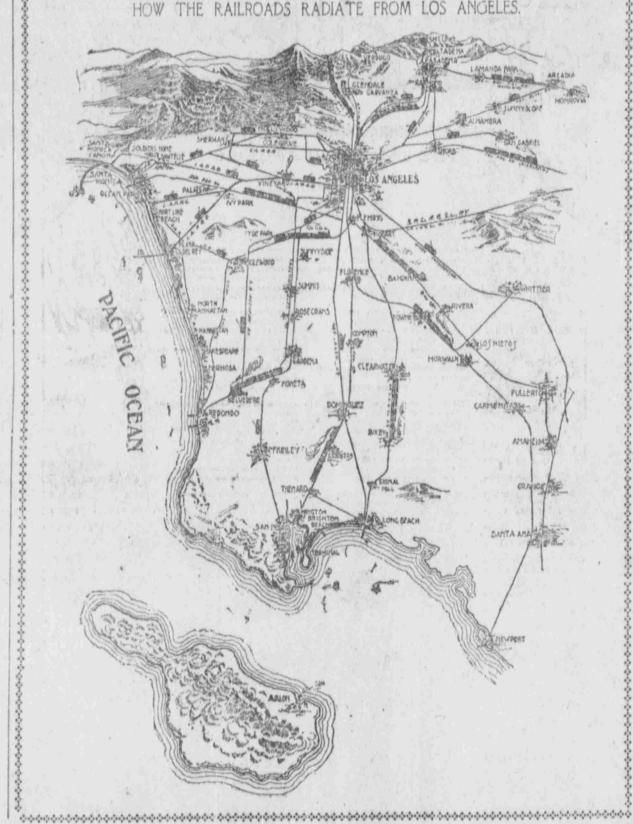
And how these states-giant commonwealths that they are, in the rich resources of their boundless treasures, must feel the pride that fond parents feel when loving children seek the union that they themselves sought, over the apporaching sucred ceremony! It will be no common event, this wedding of the city set amidst the vales of the everlasting mountains, and that of the city which is bathed in the sunshine and cooled in the breezes of the great salt sea. Who is there that can see the full advantages that shall come to the people of Salt Lake and Los Angeles when the union is finally consummated? No one man's vision can cover them; no one man's wisdom comprehend them. It is enough to know that what ever benefite shall accure to one, the same must logically be enjoyed to some extent by the other.

Long years we have walted for that which we new are about to realize and like that which is achieved only after toil, deprivation and delay, it will be the sweeter because of the fact that its fruition has been late deferred. If Los Angeles has gone forward by leaps and bounds without the a clist nee of Salt Lake, or the aid of the new railroad that will make it the ruighty metropolls of the great southwest, in very deed, then it must almost take wings in its future flight to keep abreast of the growth and progress that I the most wonderful of twentieth century cities. With a fame such as it has: with resources and relations that possess, everyone of them, the elements of

special advantage, its destiny is assured. So, too, is the future of Salt Lake fraught with aspirations and encouragement. The bright bow of progress has long illumined its horizon with the promise of still better days ahead. Those days are now dawning, and in their coming the advantages and resources which it posesses in a degree far above most of its sister cities, will be heralded as never before. It may be well to direct attention to some of its points of superiority. It is, first of gil, the natural center of a vast area of country. As every road led to Rome in days of old, so in our day does every artery of trade in the intermountain reg on lead to Salt Lake. From the days of the Ploneers they have done so. Through

all the time that is ahead of us conditions must remain the same in this regard. But Salt Lake has something more than the mere advantage of location to its credit. The region round about is rich beyond expression in almost every resource. Her soil, by the application of irrigation, which had its birth in modern America, in the very heart of the city, is marvelously productive. The cereals and fruits of the Salt Lake valley and the valleys round about are famed on two continents. Mines that have paid dividends running far into the millions, and which are still paying millions of dollars annually, are at our very doors. Within a few miles of the city is, what will be a year head, probably the greatest smelting center of the world. Railroads enter and leave the city at every point of the compass and afford ample transportation facilities for the products of both farm and factory. Salt Lake is also the head-quarters of one of the biggest sheep and wool sections in America. It bears the same relationship to the beet sugar industry that has grown to vast proportions in Utah and Idaho. And then, as to climatic and health conditions. portions in trun and loans. And then, as to climate and health conditions, they are almost perfect. The medical record of last month gives us the lowest death rate per capita of any large city in the United States. The Great Sait Lake affords us the best summer bathing resort in the world, and our thermal springs are noted far and wide for their curative properties. Our schools are the pride of all our people, and our social and musical advantages are the subject of comment and congratulation. In short, Salt Lake is a modern and beautiful city, with a past that is full of romance and interest; a present that is actuated by progress and enterprise, a future that sets no limits upon the bounds of its growth or greatness.

RICHARD P. MORRIS, Mayor,



MAYOR SNYDER'S STORY OF THE FUTURE.

Los Angeles the Uncrowned Queen of the Great Southwest

N behalf of the city of Los Angeles, I desire to extend to the Deseret News and to Salt Lake City and her people, a friendly greeting. We rejoice with you in the completion of the San Pedro, Los Angeles & Salt Lake railway, knowing that it means for both cities increased prosperity and development of the region on which both municipalities greatly depend for their growth and progress. A spirit of friendship has ever existed between the two cities. Both have had the same difficulties to overcome. Inadequate transportation facilities, shortage of water supply, and expensive fuel have handlcapped the advance of each. Each has rejoiced as the other has surely, though slowly, overcome these obstacles. Today with the sincerity characteristic of Americans, we glory in the grand accomplishments of the men who have made Salt Lake City and Los Angeles among the finest cities on the continent. No spirit of jealousy mars the friendship between us; but there exists a harmony that will lead to greater cordiality between the people of the two places and redound to the material benefit of

The Descret News by its publication of a special edition signalizing the closer union of the two cities has set an example that should be followed by our entire press. In no one way can our relations be made more pleasant and profitable than by united support on the part of the newspapers of all prolects looking to the betterment of either city or of the territory tributary to both. Our interests are mutual and the upbuilding of one city will largely

For years the people of Los Angeles have eagerly awaited the opening of the Salt Lake road. We believe that with this line open to traffic our city will advance even more rapidly than in the past toward its destined place as the leading metropolis of the Pacific coast. We also expect to see Salt Lake City benefited to an equal extent.

For two decades men of grit and perseverance have expended their energy and wealth in endeavoring to complete this stretch of railroad that is to join Les Angeles and Salt Lake; cut off many hundreds of miles on the travel to and from the east; open new and rich lands for exploration; and renew the era of big development enterprises in the southwest.

It remained for that distinguished American, Hon. William A. Clark, to take hold of the enterprise, and with his wonderful resources and amazing ability bring about a speedy completion of the much desired, but long delayed project. And to him and his associates I desire, on the part of the municipality which I have the honor to represent, to extend felicitations on their accomplishment and congratulations from the citizens of Los Angeles because of the great good they have done our city.

On this occasion it is well to bare our heads in reverence in memory of those brave and sturdy pioneers who first settled this land and who en her barren wastes by lives of arduous toll built up the foundation of the prosperous settlements which exist in all parts of the great southwest. It was those hardy pioneers who first discovered the route to the Pacific now utilized by the Sait Lake road. It was their discoveries of hidden resources that attracted the attention of the world to this section and brought hither the first settlers who started the development work that has led to such marvalous results,

As good Americans we glory in this railroad as a great accomplishment characteristic of our race. As westerners we are proud of the fact that western capital and western brains carried the project through. Los Angeles extends an honest hard in cordial greeting and knows that from every heart in Salt Lake City there comes the true message-"Neighbors, we wish you well." Such is our message and our greeting to you on this auspleious occasion M. P. SNYDER, Mayor.

SALT LAKE'S NEWEST RAILROAD NEIGHBOR REMARKABLE HISTORY

be much interested in the remarkable growth and development of Los Angeles, which is to be its newest and one of its largest railroad neighbors. This wonderful city furnishes the most striking example of modern municipal expansion to be found in the world. To be in direct touch and communication with such a city is cause for congratulation on the part of all Utahns. Its history reads like a mighty fable and but for our knowledge of the truth of it we might have full justification for doubting it. The narrative descriptive of its founding, growth and progress that is published in the Christmas News was furnished by the Los Angeles chamber of commerce and is from the pen of Harry Ellington Brook. Following is what he says:

- HERE are not many cities in the United States that have had such a remarkable and varied history as Los Angeles, the chief city of southern California, and the commercial metropolls of the southwestern corner of the United States. Few cities of this size, moreover, are so well known throughout the length and breadth of this country, and abroad. The rapid growth of Los Angeles, from an insignificant semi-Mexican town to a metropolitan city, has been told and retold, until it is familiar to millions of Americans, while the attractions offered by the city to health seekers, pleasure seekers, and tourists, have been spread abroad by nundreds of thousands of visitors, who, after one trip to this section, are in most cases anxious to return, and frequently become permanent residents.

During the past 20 years Los Angeles has grown from a population of 11,000 in 1880, to 102,479 by the census of 1800. The present population is estimated at

These are climate, soil and location, the southwestern portion of the United

ORIGIN OF ITE NAME.

The full name of the pueble or town of Los Angeles, following the custom that then prevailed among the Latin races, of giving religious names to places, was Nuestra Senora de Los Angeles, sometimes written Nuestra Senora la Reina de Los Angeles—"Our Lady, the Queen of the Angels." This has been shortened by the practical Yankees to Los Angeles. They might have gone a little farther and made it "Angeles," as it was frequently written by officials of the old pueblo. Angeles was founded on Sept. 4, 1781, by a small band of pobladores, or co who had been recruited in the Mexican states of Simolon and Sonora, and brought here under command of a gov-ernment officer, to found an agricultural ny, for the purpose of raising produce for the soldiers at the presidios. The first census of the little city, taken In August, 1790, gave the total popula-tion at 141. They were a mixed class, composed of one European, 72 Spanish-Americans, seven Indians, 22 mulattos years after the founding of the pueblo, the population was only 770. In Janu-

ary, 1847, the population was 1,500. The census of 1850 gave Los Angeles a population of 11,311. Business was, dull, and there was no sign that the city was on the eve of a marvelous growth Five years later, on Nov. 9, 1835, the last spike was driven on the Atlantic and Pacific rallway at the Cajon Pass. thus completing a new overland route from the Atlantic to the Pacific, and providing Los Angeles with competition in overland railroad transporta-From that time the growth of the city was wonderfully rapid. The great real estate been of 1886-7 is a matter of history, as is also the won-derful manner in which Los Angeles held up under the reaction that in-evitably followed the collapse, of the over-speculation of that period.

PUBLIC IMPROVEMENTS

that have contributed to such growth. | city, Los Angeles has made remarkable progress in atreet improvements. There Any one of these advantages would be | are new about 150 miles of graded and sufficient to build up a large city, but taken together they insure the future of Los Angeles as the metropolls of asphalt sidewalk, and 175 miles of sew-Los Angeles has a complete sewer system, including an outfall sewer to

> At night Los Angeles presents a brits liant appearance. It was the first city in the United States to entirely aban-ton gas for street lighting, and replace by electricity, which was done over years ago. It is now one of the of the lamps are on high masts. Seen from one of the surrounding hills, the

COMMERCIAL METROPOLIS.

That Los Angeles is, and will always remain, the commercial metropolis of southern California, admits of no doubt. The city possesses the great natural advantage of being located on the shortest route, by the easiest grades, between the Pacific and the Atlantic oceans. The merchants of Los Angeles do a large business with a section of ountry extending from the eastern imits of Arisona to Fresno on the orth. The principal articles of export are fruits, fresh and dried; potatoes and vegetables, beans, wine and brandy, wool, honey, canned goods, sugar wheat, corn and barley. Wheat is some-Los Angeles county direct to Europe.

LOS ANGELES BANKS.

The banks of Los Angeles are noted throughout the country for their solid the Los Angeles city banks for in increase of more than 25 per cent os Angeles banks has been shown by len out financial storms during the past

RAILROAD COMPETITION Los Angeles enjoys railroad competi-

and prosperous condition, with deposits aggregating \$53,100,000. The clearings rear 1903 amounted to over \$288,000,000 over 1992, and of 400 per cent over 1898. Los Angeles has been leading all cities of the United States in Increase bank clearings. The strength of the the success with which they have rid-

SERET NEWS readers will | 150,000. There are three leading features | was not a single paved street in the | nental lines, and work is progressing | suburban lines, which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will take in all | here have attained a large growth. Hol- | well kept, verdant lawns, upon which will be a large growth lawns attained atta rapidly on a fourth, by way of southern Nevada and Utah, which will shorten Lake. This company is headed by Sen-ator Clark of Montana. It has acquired the Terminal railway as the Pacific coast end of the new transcontinental line, which will open up to Los Angeles a section in southern Utah and Nevada that is marvelously rich in coal iron, silver and other minerals. The company is known as the San Pedro, Los Angeles and Salt Lake Railroad. The Santa Fe system has a line from San Francisco to Los Angeles. The coast line of the Southern Pacific to San Francisco runs by way of Santa line of the Southern Pacific to Altogether there are a dozen lines of railway centering in Los Angeles. The Pacific Coast Steamship company runs vessels every few days from Los Angeles county ports to San Francisco and San Diego.

BIG WATERWAYS.

Reference has already been made to the work by the national government on a deep-water harbor at San Pedro, This work, when completed, will undoubtedly. give a great impetus to foreign com-merce, and Los Angeles will before long become an important point for oriental

When the Nicaragua canal is constructed, the coast of Los Angeles county will be on the direct course of steamships sailing from the Atlantic coast, and from European to Aslatte ports. It will also furnish a greatly enlarged market for the horticulturni products of this section.

STREET RAILWAYS.

The street railway system of Los Angoles is very complete. There is probably no city of the size in the United total mileage of single track being over 200 miles, all electric. There are suburban lines from Los Angeles to Santa Monica, by two different routes; from Los Angeles to Redondo, also by two routes; from Los Angeles to Long Beach, from Los Angeles to Pasadena and Altadena, from Los Angeles to San Pedro, from Los Angeles to Al-hambra, San Gabriel and Monrovia, from Los Angeles to Whittier and from Los Angeles to Glendale. Work is now

the important points within 30 miles of Los Angeles, embracing altogether a network of about 500 miles of electric

railroad. BUILDING OPERATIONS,

For a dozen years past Los Angeles has been the scene of great activity in building operations. Scores of fine business blocks and hundreds of handsome residences have been built. value of the buildings erected in Los Angeles during the year 1903 amounted to over \$13,000,000.

Every variety of location for a residence may be found within the city limits of Los Angeles, and the person who cannot be suited here must indeed be hard to please. The city lies about midway between the Sierra Madre range of mountains and the ocean, and about 300 feet above sea-level. The Los Angeles river, which is almost devoid of water during the summer, is sometimes transformed into a torrent for a few days in winter, runs through the city from north to south. In the northern and western pertions of the city limits are hills of considerable aititude, from which magnificent views may be obtained of the surrounding valleys, with the ocean in the distance the picture being framed in the north by a succession of grand old mountains, The southern and southwesfern portions of the city are level, with a gentle slope to the southwest. Across the river is the section known as Boyle

Heights, a high, gravelly table or mesa ITS PUBLIC PARKS

There are a dozen public parks within the city limits, aggregating over 600 acres, of which six are of considerable size. Westlake park, 35 acres in area, States that has such a modern and at the end of the Seventh street car well equipped street car system, the line, is one of the most popular openair resorts. It has a lake with boats, fine drives and extensive views from the adjacent hills. Eastlake park, in East Los Angeles, covers 50 acres, and has been made quite attractive. Here also is a lake. The park nurseries are located here, and a menagerie. Prospect park, on Boyle Heights, is a small but beautiful place, with many choice trees and shrubs. The oldest and best improved of the city parks, on Sixth street, not far from the business center

lenbeck park is a tract of about 20 acres, on the east side of the river, on Boyle Heights. It has been improved with shade trees and a small lake. Echo park, a beautifully improved tract in the northwestern part of the city, contains the largest body of water in

Elysian park, 500 acres in area, is a remnant of the thousands of acres of such land that the city formerly owned. It may be safely said that this tract offers the greatest possibilities for diversity of growths of any piece of ground within the limits of an Ameri-can municipality. Much of the land is within the frostless belt. The views of mountain, valley and ocean, city and plain, are grand in the extreme.

What has been said in regard to Eigslan park is true of the latest acquisition to the parks of Los Angeles-Griffith park—a tract of 3,000 acres, do-uated to the city. It is located about a nalle north of the city limits, and en... braces a varied assortment of mountain, foothill and valley scenery boulevard, to connect the parks of Los Angeles, has been commenced.

After all is said, the chief attraction of Los Angeles to new arrivals, lies in its beautiful homes. The rare beauty of the grounds surrounding the attractive homes of Los Angeles, Pasadena and other Los Angeles county cities is a constant theme of admiration on the part of eastern visitors. Other cities can show grander business blocks, but when it comes to gardens, Los Angeles is facile princeps. The mildness of the climate permits the most delicate plants and trees to flourish in the open air all through the At Christmas may be seen hedges of calla lilies, geranium bushes to feet and more in height and hellotrope covering the side of a house, while the jasmine, tuberose and orange make the air heavy with their delicious perfume. Giant bananas wave their graceful leaves in the gentle breeze, and often ripen their fruit; the fan and date palm grow to mammoth proportions, and roses of a thousand varieties run riot. A majority of the residences sta in spacious grounds, a lot of 50x150 feet being the smallest occupied by a house of any pretension, even within a stone's throw of the business streets. Many have from one to five acres of ground, Considering that 15 years ago there tion in the shape of three transconti- progressing on a complete system of is known as Central park. The trees all in a high state of cultivation, with

the fig, orange and palm cast a grate-ful shade. Along the sides of the streets shade trees are also the rule, the favorite varieties being the graceful pepper, which grows to a great size, the euca

lyptus, and the grevilla.

The almost universal material for residences in southern California is wood—pine and redwood, the fatter being used altogether for outside and largely for inside finish. This material, while approx sufficient for the climate. while amply sufficient for the climate lends itself to graceful decoration un-dreamed of by those who have been ac-customed to houses of brick and stone.

VARIED ARCHITECTURE.

A great variety of architecture A great variety of architecture is found among the residences of Los Angeles. The picturesque and comfortable early mission style of architecture, which should have been more extensively adopted long ago by the American settlers, is at length coming into vogue. Some of the more pretentious of these residences, in the mission style of architecture, have spasion style of architecture, have spa-cious tiled courtyards, covered with glass, in which fountains plash, flow-ers bloom and birds warble.

It costs less to build in southern California now than it did in the boom days. Again, a \$10,000 residence here is practically as good as a \$20,000 resi-

dence in the east.

One of the most attractive features about a home in this section is the worderful rapidity with which vegetation of all kinds grows, so that instead of the country wars for a new residence. having to wait years for a new resi having to wait years for a new residence to assume a settled and homelike appearance, the owner has to wait only a few months until his house is surrounded with thrifty plants and climbing vines, while even some trees, as in the case of the eucalypius, grow up to a respectable size within a year, and can be planted around the lot while less rapidly growing trees are atwhile less rapidly growing trees are attaining size, thus obviating the bare, hard appearance which attaches to new residences in less favored climates, however, heartful, architecturally, the however beautiful, architecturally, the

buildings may be. A COSMOPOLITAN PROPLE

The population of Los Angeles is cosmopolitan. During the past 10 years it has received accessions to its population from every state in the Union, and from almost every country in the werld.